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often been at enmity with China prior to the war of 1894, yet, when the latter's territorial integrity was threatened by foreign powers, she at once manifested her interest in the preservation of the Celestial empire. . . . So long as China is incapable of maintaining single-handed an independent existence and of withstanding the external pressure of aggressive powers, Japan will not shirk her responsibility, even if called upon for armed assistance, as was demonstrated by the recent war. . . . The civilized nations of the West should have faith in Japan's leadership in helping China, because Japan has not only pledged herself to maintain Chinese territorial integrity and the open-door policy in public documents, but has also fulfilled this pledge in practice." Japan calls upon the nations for recognition as a promotor of the peace of "the world, the progress of humanity, the prosperity of each individual nation, the reconciliation of the East and West."

Mr. Jacob H. Schiff, in the August, 1906, number of the *North American Review* concurs in this view in the following words: "It is well that the fact has become recognized in Europe and in the United States that Japan means to be, and is to be, the dominant factor in the Far East, and that any commercial or other advantages in the distant Orient, which Europe and America desire to secure, can be obtained only by the same legitimate methods these nations employ in their dealings with each other. The recognition of this existing situation, which has become so thoroughly accentuated through the result of the Russo-Japanese War, is certain to make for lasting peace in the Far East."

Mr. Hishida's work is a thoroughly creditable performance. Were it not for the fact that it lacks an index it would serve as a compact reference book on the international history of Japan, China and Korea. No modern book, whether part of a series or not, should be separately issued without an index. The authorities are, however, given throughout, and the appendix contains a bibliography. The reader would appreciate it if a good map were contained in the book. A typographical error appears on page 183, where in the paragraph heading, "Spain" is printed instead of "Siam." Without detracting from the serious character of the work, there is occasionally a touch of imagery perhaps suggestive of Japanese methods of thought as shown in their works of art, poetry, etc. An example is the following (p. 60): "The Mongol Tartar, in the beginning of the thirteenth century, was surging from the grassy plains of Manchuria over the Asiatic and even the European continents; and the wave flung its last drops of spray over Japan."

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FREDERICK C. HICKS.

Merriam, George S. *The Negro and the Nation: A History of American Slavery and Emancipation.* Pp. iv, 436. Price, \$1.75, net. New York: Henry Holt & Co., 1906.

The book is without preface. Much of its ground had been covered by the author, twenty years earlier, in his *Life and Times of Samuel Bowles*. Up to the reconstruction period, the narrative scarcely exceeds in space

that given to the same topics in that former work, while dependence is evident down to chapter headings and phraseology, and historical judgments are substantially unchanged.

The new material is of two sorts: first a group of some dozen picturesque and generally fair, if somewhat wordy, character sketches of the chief leaders of the slavery struggle. For these the author is frankly indebted to others, e. g., for Calhoun to Von Holst, (corrupted into Van Holst on p. 75), for Clay to Schurz. The other new element is an attempt to formulate the "underlying forces" and to define their relations at critical points. But vaguely distinguished are the respective roles of personalities and impersonal forces. The general argument is that the Fathers uniformly regarded slavery as wrong and temporary; that the cotton-gin fastened it upon the south as a seeming economic necessity; that the increasing anti-slavery conscience of the north was not due to superior righteousness, but to absence of contrary motive; that, with Calhoun, the south began to justify in theory what it practiced for gain; that neither sting of irritating misunderstanding nor alleged northern oppression, can excuse this; that secession was an act of passion illustrating the moral effect of slavery upon the master. With these deep persuasions goes a surprising intellectual appreciation for, and accurate interpretation of the southern position. "Slavery as it was" is presented from the combined view-points of Uncle Tom's Cabin, Dabney's biography, Fanny Kemble's journal, Olmsted's travels, Helper's *Impending Crisis* and Stroud's *Slave Laws*, and illumined by considerable quotations.

The treatment of reconstruction is at once the freshest and most systematic part of the book. It was morally impossible, the author holds, in the face of the Black Codes, to allow reconstruction without Federal intervention on behalf of the freedman. The Civil Rights bill was wise, but the disqualification of ex-confederate leaders from citizenship a blunder. With the prevailing view of suffrage as a natural human right, its unlimited extension to the negro was better than any alternative seriously supported, however much one may wish that still other alternatives had been. The detailed rights and wrongs of the reconstruction struggle in the several states are given up as past sifting. Undoubtedly the carpet-bag governments were defective, but they were not so exclusively alien as is commonly represented, and their extravagance and corruption has been much overstated. The gravitation of the south to white control was inevitable, upon the withdrawal of Federal troops, and not undesirable. In contrast with reconstruction, "regeneration" is the motto of an eloquent, if somewhat inconsequent, section on Armstrong and the Hampton idea of education.

Three final chapters summarize the evolution and present arrangement of forces in the south. On the part of the whites are the re-assumption of political control, the acceptance of responsibility for negro education, the development of the dogma of social inequality and the shibboleth of racial purity. Under these limitations, the negro has made hopeful progress, economic, educational and moral. The reactions of a worse spirit are seen in the unfair administration of suffrage-limitations, occasional anti-educational sentiment, the narrowing industrial opportunity of the negro and physical

outrages upon him. Hopeful omens are that the economic forces which seemed for slavery are against race prejudice, the still considerable industrial freedom of the negro in the south, the educational reforms which mean better things for both races, and the fact that a limited suffrage will be a stimulus to attainment, if administered in good faith.

Of specific issues, the author thinks the proposed reduction of southern representation in congress constitutional under the Fourteenth Amendment, but having nothing else in its favor; he urges a Federal grant for southern education, and advises the recognition of individual fitness for social fellowship as the better alternative for the social color-line.

Springfield, Mo.

H. PAUL DOUGLASS.

Meyer, Hugo R. *Municipal Ownership in Great Britain.* Pp. xii, 340.

Price, \$1.50. New York: The Macmillan Co., 1906.

Professor Meyer of the University of Chicago has not given us much information about the subject covered by the title of his suggestive book, but has devoted the major portion of his space to establish the conclusions that cities should not have even the partial rights in granting and controlling public service corporations accorded in Great Britain, and that franchises of the long period of 42 years conceded in electric light since 1888 are not as good for the people as the far longer or perpetual franchises that obtain in some of our states. Such an onslaught on home rule and short term franchises such as the National Municipal League and nearly all municipal reformers now favor whether believers in municipal ownership or not, is quite staggering. The whole matter is thus summed up in the closing chapter: "The doctrine that the public service industries which use the public streets differ essentially from ordinary trading and manufacturing ventures and that they should be subjected to special limitations and special taxation designed to secure to the public at large a share in their profits, has permanently paralyzed every public service industry to which it has been applied." In establishing this thesis most of the chapters are devoted to an historical review of legislation along these lines in Great Britain and to many comparisons of the greater development of electric light and street railways per capita in America. Although some space is devoted to gas where municipal ownership has prevailed far longer and has had for this and other reasons far better chance on a large scale to show its tendencies in England and Scotland, yet very curiously the author omits all comparisons between per capita sales of gas there and here. Such omission is all the more interesting in view of the larger sales per capita abroad than with us.

The use of electricity in America and its effect on our other industries and on international competition would have been far more effectively treated by one who was trying to show it all to be a result of unlimited, uncontrolled franchises if the German situation had been omitted. On page 198 he says, "The cities of Germany, in part under the influence of the example of British legislation, also adopted the policy of bartering in electric lighting franchises. The result was that German private enterprise was excluded